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The Daily Press.

HONGKONG, June 27th, 1900.

It is a positive relief to learn, on the

authority of the Hon. F. H. MAY, that some

of the guns have at length been placed in

position in our forts. At the meeting of the

Finance Committee held on Monday, over

which he presided as chairman, Mr. MAY,

referring to the vote for £2,500 in aid of

the vote "Contribution towards Defence

Work," which had been postponed at the

request of the senior unofficial member, who

desired more information about it, said he

was now in a position to state "that the

guns were placed and the work completed at

"Stonewater's and Belcher's Point Lower

Battery," but the guns had not yet arrived

for Lyceum central battery. His Ex-

cellency the ACTING GOVERNOR had in-

formed him, however, that the guns were

"on their way." On the principle of being

thankful for small mercies, we are truly

glad to know that part of the defences are

properly armed and that the remainder of

the guns are on their way out to Hongkong.

It goes without saying that these guns

should have been supplied years ago. It is

too a very patent fact that there should

also, years ago, have been in sufficient

garrison to man these forts. There are not

gunners enough to work the guns and pro-

vide for contingencies, and there is nothing

like enough infantry to protect the islands

to say nothing of the territory on the

mainland. We are, totally, surprised

with breechloading field-guns of calibre

sufficient to meet even the Chinese artillery,

and some of the Maxim's have been sent

home for alterations. Why is it that

emergencies always find the War Office un-

prepared? The hand-to-mouth policy of

that Department is simply disgraceful and

utterly inexcusable, because there is no lack

of funds. Instead of being ahead of all

other nations in arms and armament we

seem always to be behind. Much of the

loss of life in South Africa has been due to

the ineptitude and folly of the War Office.

The same mistakes are likely to be repeated

in North China. In this Colony, out of our

slender garrison—purposely kept below its

nominal paper strength by the sages at the

War Office—we have already despatched

upwards of 700 men to Taku, leaving barely

2,000 for the defence of the Colony. It is

true that an expeditionary force of

ten thousand men has been ordered to

China from India, two regiments of which

are detailed for garrison duty in Hong-

kong, but it will probably be nearly

three weeks before they arrive here, and

very much may happen in that period.

The foreign settlements at Tientsin have

virtually been destroyed, and it may be the

turn of other Treaty Ports next; even

Shanghai feels anything but secure, as may

be gathered from the fact that eighty to

ninety ladies and children are on their way

hither as refugees. If Shanghai should ap-

peal to Hongkong, therefore, for assistance

it is not likely we should refuse, and another

thousand of our garrison may consequently

have to proceed to the Model Settlement, at

any time. Meantime, though we do not

want to be alarmists, we have our own pos-

ition to consider. Fortunately, no doubt, for

this Colony, His Excellency LI HUNG-CHANG

is not proceeding North, and he will keep the

peace so long as he can, or until he receives

instructions from the so-called Imperial Go-

vernment that China is at war with the

Western Powers, when he might feel it in-

cumbent upon him, if he wished to retain

office, to close the river to trade, capture

any foreign ships or troops he could lay

hands on, and suspend intercourse with

foreigners. The result might be the letting

loose of armed bands on the mainland to

invade the New Territory, and possibly at-

tempts to foment riots within the island of

Hongkong. We do not say this will hap-

pen; we hope and trust that His Excellency

LI will see the policy of maintaining not

only order in his provinces, but pacific re-

lations with his neighbours, no matter what

instructions may come down from Peking.

But we ought to be prepared for all even-

tualities; we should leave nothing to chance

which we might have to regret in after

years, as has been the case too often

before through under-valuing the enemy or

giving him credit for magnanimity and fair

play. He never possessed any thought of

Every contingency should be carefully con-

sidered and provided for without fuss or

panic. The great probability is that in this

at present peaceful isle we shall hear

nothing but the reports of the operations

and see the troops pass through; even the

faintest rumble of far-off artillery may

never reach our ears. At the same time let

us keep our powder dry, our volunteers

exercised and at practice at the ranges,

our defences efficiently manned; our police

very much on the qui vive, and repeat no

faith in Chinese assurances of friendliness,

while displaying neither resentment nor

alarm at what is proceeding. This is the

attitude we ought to assume, and if con-

sistently maintained it will serve to ward off

any incipient riots or hostile demonstrations

in the possible event of the area of hos-

tilities widening by and by.

On Monday a Chinaman who was working

on board a vessel in Kowloon Docks fell down

the hold and was killed.

A house at Shaikwan collapsed on Monday

and the occupant—a carpenter—was so seriously

injured thereby that he had to be taken to the

Hospital.

In the 24 hours preceding noon yesterday

there were reported 12 fresh cases of plague

and ten deaths. The number of cases to date for

the present year has reached 709.

It appears that the voyage of the *Huangyong*

to Taku was delayed by a heavy N.E. gale which

compelled her to take shelter at Amoy on the

18th inst.

It is proposed to form in Singapore a

"Straits Chinese British Association." There

has for some time been a general desire among

a large and representative body of Chinese in

Singapore, who are British subjects, that such

an Association should be formed. The objects

are the promotion of loyalty to the Empire and

the furtherance of the interests of the British

Chinese themselves.

A carpenter named Yang Hing, who was

employed to six months' hard labour at the Ma-

gistry yesterday for theft, made a bold bid

for freedom and got clear away. After being

sentenced he was taken into the prisoner's de-

tention room. The looking who had charge of

him happened to turn his back, and in an in-

stant the man was out of the room and racing

across the courtyard. A European constable

gave chase, but the more lightly-clad Chin-

aman soon increased the distance between them

and was lost to sight.

An island is to be selected for the segregation

of the leprosy in the Philippines. A Board of

Officers was to meet yesterday, if possible, at

Manila to select an island, prepare plans, etc.

Mr. H. A. Ramsden, late British Vice-Consul

at Manila, arrived at Nagasaki on the 18th inst.

from Shanghai, and left on Tuesday afternoon

for Kobe by train.

It is generally assumed, says the *Japan Mail*,

that Marquis Yamagata has postponed his

resignation in view of the serious problems pre-

sented themselves in the field of foreign affairs.

Under any circumstances it is not probable that

the plan proposed by the Liberal party have

been put into a working shape.

It will be seen from our advertisement columns

that a meeting will be held at 5 p.m. to-morrow

in the St. Andrew's Hall in connection with the

proposed new Rifle Corps suggested in the letter

from Messrs. Turner, Stewart, Gompertz, Rich-

ardson, Moxon, and Mackay in our issue of the

23rd instant. All interested in the proposal are

invited to attend, whether they have sent in

their names or not.

The following is an extract of a Proclamation

issued on the 19th inst. by Yn. Taotai of

Shanghai:—As the Boxers have lately created

disturbances in the vicinity of Peking, in a

comopolitan place like Shanghai, there is every

reason to believe that many evil characters are

amongst the good, and outwitted the police to

do mischief. The people ought to know

that Magic is but a word and can never

last long, and once in order to quell them

is issued their heads will surely be separated

from their persons; if so they are too late to

repent. In order that an early preparation for

safety should be made, I have requested and

obtained permission from the Viceroy and

Governor that strong forces may be procured

and stationed at Shanghai for the purpose of

keeping good guard and affording protection.

It is hoped that various classes of people after

seeing this notice will not listen to and believe

the false and excited rumours, but will quietly

go to their own proper occupation and daily

work as usual.

Referring to ex-Lieutenant Cramer, formerly

an officer in one of the Volunteer Regiments

serving in the Philippines, and was last week

sent to prison for obtaining money by false

pretences, the *Manila Times* says:—Cramer was

cashed and dismissed from the army by the

sentence of a general court-martial some months

ago for raising a general disturbance in a house

of ill-fame in Manila and borrowing (?) money

from one of the inmates at the point of a re-

volver. He succeeded in establishing a most un-

savoury reputation in the Army, and misled

every friend he had in the service, even General

Joe Wheeler, on whose staff he served as Aide.

He then went to Hongkong and obtained large

sums of money under false pretences. He con-

tinued to wear the uniform of a United States

army officer in Hongkong, and on the strength

of these was able to secure large loans from

various people. Great interest was also taken

in Cramer, alias Bond, in Canton.

TELEGRAMS.

REUTERS SERVICE.

London, 24th June.

THE WAR.

General Buller wiring from Standerton, 24th

inst., says that 461 Boers and 180 Highlan-

ders who were captured at Ladysmith and Hel-

lodon arrived on the 18th inst. The majority

were in good health.

REINFORCEMENTS FOR THE AMER-

ICAN FLEET AT TAKU.

The U. S. Ships *Monadnock* and *Brooklyn*

have been ordered to Taku.

THE JAPANESE PRINCES IN

GERMANY.

Prince Kotshiki has visited Prince Henry

at Kiel and dined on board the *Hohenlohe*.

COREA'S ATTITUDE.

The Japanese native papers state that Corea

hesitates between Russia and Japan for sup-

port in the present crisis. The following

telegram is to hand:—The Korean Govern-

ment is greatly perturbed by the state of affairs

in China and goes to be watching the move-

ments of the powers in order to decide which to

depend on. It is recalled that the Government

is paying keen attention to the movements of

Japan and Russia. The exile of Yi Chai-men,

the recall of Yi Chun-yong and other promi-

nent figures of the party are being regarded

in the meantime, the Government is watching

the further development of affairs before taking

steps.

Seoul, June 16th, 2.40 p.m.—The report of

the Russian Minister's representation to the

Korean Emperor is reported to be that Corea

had better rely on Russia than Japan and

that her paying attention to a young coun-

sellor (Mr. Sunde) and to the foreigner who talk

of politics with the view of obtaining "miser-

able rights" is harmful for her future interests.

Seoul, June 17th.—The

down men on shore near the wharves opened fire on the Russian ships, but they were soon silenced. It was one of the Russian torpedo boats that engaged the first of the riflemen along the wharves near the river, the work being done in very short time.

UNDER NAVY FLAGS.
On the inner side of the fort the British and Japanese flags are flying; on the outer side the British and Russian flags are flying. The Russian flag flies at the Navy yard and the docks. The four captured torpedo destroyers are all under the British flag.

REPORTED RUSSIAN ENEMY.
A report was current at Tientsin that the Emperor Dowager has issued an edict, and had it published in the local papers, to the effect that all foreigners were to be killed.

A SCENE OF CARNAGE.
The forts do not show much damage from the outside, but on entering them a very vivid idea is gained as to the effect of modern shell fire. The place was wrecked, and mutilated men and horses were thickly strewn over the blood-stained ground. The visitors, and the light, made quite a harvest of men, horses, and we were shown yesterday, a sword bayonet, and other grim relics of the affray. These were taken from the fort, including also a crystal cap button and red tassel, that were lying near one of the dead.

The C.M.S. Yenching, during the early part of the fight, found that the big projectiles fell unpleasantly near her, and her captain thought it wise to shift his moorings and get out of the line of fire.

DAMAGES ON SHORE.
The effect of the shell-firing from the ships was terrific. A number of foreign houses ashore suffered severely—indeed, that of Mr. Linberg, being entirely destroyed. One shell went right through one of the Tientsin hotels. The shell that struck Mr. Linberg's house also killed three people, presumably Chinese.

It is reported that the commander of the German gunboat *Albatross* has lost both his legs, being wounded by the fire from the forts.

The U.S.S. *Monocacy* had one shot that went through her plating and her boiler.

The *Hainan*, in view of the situation, has brought back her original cargo from Shanghai, and also some 248 Chinese passengers, men and women, young and old, who were being taken to their graves and children ashore.

THE ATTACK ON TIENTSIN.
A telegram from Tientsin dated 16th June, says:—

An attack was made on Tientsin last night. The Roman Catholic Cathedral, all the preaching places, and the greater part of the city were burned. The Boxers then made a rush on the station, and actually came within 60 yards of the station, who had fired from the station with big guns. They reported that they had killed between 300 and 400, though there is no proof of this yet. They attacked the Settlement from two sides, and but for 2,000 Russians here we should have done badly, as 200 of our men had been sent down to guard his line to Tangku on which Chinese troops were reported marching. Everything is dislocated, and the wires cut, and the mail service off.

HOW THE POWERS SENT TROOPS TO PEKING.

An American correspondent, writing from Tientsin on the 18th inst. to the *Union* of Shanghai, says that some interesting facts have leaked out regarding the midnight meeting of Consuls and officers which led to the sending of troops to Peking on Sunday, the 10th inst. It seems that during the conference the Russian and French representatives frequently drew apart for private conference, which was anything but polite or frank, and the Russian Colonel kept drawing attention to the fact that no invasion of Peking ought to be made with less than 10,000 men (Russia being the only country that could land so many at short notice), and it became evident that he was hoping the others would say, "Well, you have the men, get them and go on." Of course others would consent to no such thing, and so Russia and France finally refused to join the others in sending men—albeit they had troops at the station promptly in the morning. At last Captain McCalla said, "Well, gentlemen, you have talked this matter over pretty thoroughly, and have come to no decision, but I'll tell you what, I am going to do, my Minister is in danger, and I am going to Peking." There was then nothing left for the others but to follow, which the British were only too glad to do.

A SUGGESTION FOR THE EMPRESS.

The N.C. Daily News publishes the following telegram from the N.C. which has been received in Shanghai:—Prince Ching, the Grand Secretary Hui Tung, Kang Yi, and Chi Hui have presented a joint memorial to the Empress Dowager exhorting her to take the Emperor with her to Hsiao, the capital of Shensi province, which is intended to be the future capital of the Reactionist party to proclaim the Heir Apparent, Pu Chuan, as Emperor immediately, and leave Prince Tuan, the father, and the troops in the North to fight it out with the Foreign Powers. The Empress Dowager is still hesitating to embark on such a momentous step. Jung Lu is the only high Minister who has consistently held to the policy of suppressing the *I Ho Chuan* and making terms with the Powers.

CANTON NOTES.

[FROM THE "CHUNG NGOI SAR PO."] The following notice has been issued by H. E. Li Hung-chang in response to the petitions presented by the gunny and merchants earnestly asking him to remain in the Province of Kwangtung:—

"I, being an Earl, Grand Secretary and Viceroy, and having been ordered to protect the boundaries, should of course use all my power to fulfill the order. When I first received the Imperial order to return to Peking, I should have wished to go at once, hoping to give such information to the Throne, concerning the present crisis as to facilitate suppression of riot and the making of friendly arrangements with the foreign powers." By these means peace can be restored and danger averted. But there are so many obstructions to travel both by land and by sea that I cannot at present have my wish. To-day (the 26th June) I have received an Imperial Decree by telegraph, through the Governor of Shantung, ordering all the viceroys and governors to protect the provinces within their different jurisdictions and to be in readiness to send soldiers to Peking for its protection. All the viceroys and governors should encourage each other and co-operate together, so as to do away with the danger. When I read over this telegram, I know that it is most likely that the soldiers of the various powers have assembled in Peking, as well as the Boxers.

Though I wish to fly to the help of the throne, I am afraid it will be too late for me to do so. If I am to remain in Canton a day, I will do a day's work with all my ability. I have now only to encourage all the scholars and people to act loyally. The first step is to drill the soldiers and to lay up large stores of provisions in readiness to cope with the bad characters and protect the boundaries. Officers and people should stand by each other, and high and low should co-operate together, so that every regiment may prove ready for use when called upon. I have to instruct the Tartar General, the Governor, the Commander-in-Chief of the land forces, and the Admiral, as well as all the officers, civil and military, of different districts, to carry out their orders. Obey this."

H. E. Li Hung-chang has also notified the directors of Man-Lan College that, owing to the present difficulties, he is not proceeding to Peking at present, but that, when there are less obstacles to the journey, he will go up at once.

CORRESPONDENCE.

THE DEFENCE OF THE COLONY.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 25th June.
SIR—I am glad to see in your issue of date, that the question of the Defence of the Colony has been approached from another point of view, and hope that you will see your way to insert a few further remarks on the subject.

I am in accordance with Mr. Hurdhouse as regards the first part of his letter, and certainly think that it is almost useless to expect that the Government will provide arms for a new Corps, when the present Volunteer Corps is not properly equipped.

As to the latter part of the letter, it seems to me that the age limit (of 32) stated in the original proposal would prevent the transfer of members of the present Volunteer Corps to any great extent. At the same time, there are many in the Colony who cannot join the Volunteers for various reasons.

Why should not the difficulty be met by granting privileges to members of the Rifle Association, who would engage to come forward when necessary, and place their services at the disposal of the Government? All that is wanted is to give such men a greater facility for obtaining ammunition, in return for an engagement to put in a certain number of "useless" as opposed to "careless" drills.

At present the cost of ammunition is 87, while members of the Volunteer Corps obtain it for 38.

If the Government would encourage the Rifle Association by allowing members to purchase it at, say 24, a number of useful men would be available in times of extremity, and the Association would soon grow larger and stronger.

There should be no need to provide Rifles, and the state of the Volunteer's equipment should be remedied as soon as possible.

In the present state of affairs, it seems to me, that some immediate action should be taken, and I suggest the above for consideration of the Committee who put forward the original proposal to form a Supplementary Corps for Defence.

Lastly, why should not each member of the Volunteers have his own numbered equipment, kept in a certain place at Headquarters, ready for any emergency, instead of having to depend on what he can get in a general storeroom?

Apologising for this somewhat lengthy trespass on your space, Yours faithfully, C. B.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 26th June.
SIR—It is with great regret that we have noticed an insinuation in the part of one or two members of the Volunteer Corps to regard with some jealousy the formation of the special services companies for which we have invited recruits.

Let us therefore, with special reference to the gentleman who has written to the *Daily Press*, at once disclaim any intention of injuring the interests of the existing organization.

It will be readily admitted that there are in the colony members of able bodied men between 22 and 60 years of age—many of them used to firearms and possessing in some cases a valuable acquaintance with the topography of the surrounding country.

Compulsory military service does not yet obtain in this colony and it is doubtful if men of this class will ever join the Volunteers in large numbers in time of peace.

In time of war no doubt they would volunteer en masse, but the crisis might come suddenly and men would find they had plenty of other work to learn at very short notice without having also to be initiated into the mysteries of the military rifle.

Wishing therefore to do something, however little it may be, towards preparing ourselves in peace to meet the risks of war, we have approached the Military Authorities—uniformly to the present—with the following proposals:—

(a) We ask Government to lend us service rifles, of which apparently they have large numbers in store.

(b) To give us the same allowance of ammunition per head as is now issued to the Volunteers. (We shall no doubt like Mr. Hurdhouse, find it necessary to supplement this at our own expense.)

(c) We ask for no capitation grant and are prepared to buy for ourselves such simple equipment, including water bottles, as may be found necessary.

(d) In return for the loan of rifles we undertake:—

THE HONGKONG GENERAL CHAMBER OF COMMERCE.

The following is the correspondence laid before the monthly meeting of General Committee on the 21st instant:—
AMONG THE FORMOSA TEA TRADE.
British Legation,
Tokyo, 8th May, 1900.

SIR, I have to acknowledge the receipt of your letter of the 28th ult., addressed to Sir Ernest Satow, in further reference to the question of the discriminating export duties charged in Formosa on tea exported via Chinese ports and Hongkong.

In reply I beg to inform you that the question is still under discussion between Her Majesty's Government and the Government of Japan, and that before his departure on leave of absence, Sir Ernest Satow addressed a further communication to the Japanese Minister for Foreign Affairs on the subject, to which there has not yet been time to receive a reply.

I may add that Sir Ernest Satow informed the Chairman of the Amoy Chamber of Commerce in this sense on the 18th ultimo.

I have the honour to be, Sir, Your obedient servant,
J. B. WHITEHEAD,
The Chairman,
Hongkong General Chamber of Commerce.

Amoy General Chamber of Commerce,
Amoy, 4th June, 1900.

SIR, I beg to acknowledge receipt of your esteemed letter of 7th ult., enclosing copy of a despatch addressed by the Chamber to H. E. M. Minister in Tokyo, in connection with tea duties in Formosa, and the Chamber begs to thank you for the support you have given it in its representations on this subject.

I now beg to hand you herewith a copy of a despatch received by this Chamber from H. E. Sir Ernest Satow, and a copy of the Chamber's reply to the same.

I am, Sir, Yours faithfully,
J. P. WINGATE,
Secretary,
R. CHATTERTON WILCOX, Esq.,
Secretary,
Hongkong General Chamber of Commerce.

[Enclosure.]
British Legation,
Tokyo, 18th April, 1900.

SIR, I beg to acknowledge receipt of your letter of 5th inst. with reference to the export duties on tea shipped from Formosa, and to state to you, in reply, that the question is still under discussion between Her Majesty's Government and that of Japan, and that I am unable to give you any more definite answer at the present moment. I should be glad to know whether, in the applications to the Tamsui Customs for export permits for Formosa tea, it is described as being shipped to Amoy simply, or to Great Britain or a British colony, as the case may be via Amoy. I would suggest that, if the latter wording were adopted, the fact of differential treatment would be more apparent.

You will of course understand that it is only a matter of time, the minute the question is in Great Britain, the Crown Colonies, or each of the Colonies enumerated in Article XIX. of the Treaty of 1894 as have adhered thereto, that Her Majesty's Government would be in a position to make representations to the Japanese Government, the tea destined to the United States being an American product.

I have the honour to be, Sir, Your obedient humble servant,
ERNEST SATOW,
Chairman,
Amoy Chamber of Commerce.

Amoy Chamber of Commerce,
Amoy, 30th May, 1900.

YOUR EXCELLENCY,
I have the honour to acknowledge receipt of your despatch of 18th April.

In reply to your inquiry as to whether, in the applications to the Tamsui Customs for export permits for Formosa tea, it is described as being shipped to Amoy simply or to Great Britain or a British Colony, the Chamber states that it has every reason to believe that the majority of the applications on outward cargo, which suffers from the differential tax, are made for Amoy and/or Hongkong, its ultimate destination not being described. A matter of fact the ultimate destination is sometimes only decided in Amoy or Hongkong. The cargo finds its way ultimately to Great Britain, Straits Settlements, the Colonies, the United States, the Continent of Europe, China, and Japan, and 80 per cent or more is handled by British merchants, no matter what the final destination may be. The trade route established in the year 1858, when trade routes were opened to Foreign trade, was for shipment of Formosa produce to foreign countries via Amoy and/or Hongkong. An immense amount of British capital has been sunk in establishing that route, and it is a differential tax against it that this Chamber feels it most justly complains of as being unjust and distinctly contrary to Treaty. The Chamber feels that British merchants should be allowed to choose their own route of shipment without having to pay an extra tax for so doing. To compel them to ship via Japan, in order to avoid themselves a reduced duty if they do so, seems to be a grave injustice, and is so regarded by the other Chambers in China.

I have the honour to be, Sir, Your Excellency's obedient servant,
FRANCIS CASS,
Chairman,
His Excellency Sir ERNEST SATOW, K.C.M.G.,
H.E.M.'s Envoy Extraordinary & Minister Plenipotentiary, Tokyo.

PROPOSED MONOPOLY FOR THE COLLECTION OF DUTIES.
Hongkong,
Colonial Secretary's Office,
5th May, 1900.

SIR, I am directed to acquaint you for the information of the Chamber of Commerce that a tender has been received by Government for the sole privilege of collecting duties from Steam Vessels, within the Harbour Limits. The duties so collected would be shifted at specified places and the tenderer would be deposited on authorized points of collection.

It is anticipated that if the collection of such duties were entrusted to a contractor the duties would be collected at present places, would be collected.

From a Police point of view it is expected that the change would also be an improvement, as evidence is not wanting that under existing conditions the collectors of duties who provide round the shipping spend much of their time in thieving.

A census of the Regulations under which such a monopoly would, if instituted, be enforced and regulated, and I am to add that the contractor would be required to give substantial security for the performance of his contract and for the honesty of his employees.

I am to request that the Chamber of Commerce will favour the Government with their opinion upon the desirability or otherwise of creating such a monopoly.

I have the honour to be, Sir, Your most obedient servant,
F. H. MAY,
Acting Colonial Secretary,
The Secretary,
Chamber of Commerce.

Hongkong General Chamber of Commerce,
Hongkong, 18th May, 1900.

SIR, I have the honour to acknowledge receipt of your letter of the 5th inst. (No. 800) informing the Chamber that a tender had been received by the Government for the sole privilege of collecting duties from steam vessels within the Harbour Limits, and requesting their opinion upon the desirability or otherwise of creating such a monopoly.

This question has had the prompt consideration of the Committee, who, as the result of careful inquiry and deliberation, feel bound to record an opinion adverse to the proposal.

At first blush the project appears free from serious objection and calculated to obviate the evils arising from the present system, the dumping of ashes into the harbour, thereby causing the nuisance to all ships. The objections to the proposal are, however, not far to seek, and outweigh any benefits which might accrue therefrom. The Committee are opposed on general grounds to the principle of a monopoly, which is antithetical to the manner in which the duties are levied by the Government. It is only necessary to refer to the working of the Conservancy contract to illustrate the evils arising from these monopolies. This contract is subject to such a degree that complaints are constant of the abuses arising from the default of the contractors. There is no guarantee that these evils would not be repeated in the case of an ash contract.

There is a danger that, either from want of funds or inability to see the signals, especially from steam launches, considerable delay in the movements of shipping might attend the establishment of an Ash Monopoly, or that steamers would be compelled to carry their ashes out to sea through inability to wait for the arrival of the ash boats.

While it is probable that petty thefts prevalent under existing conditions, it is more doubtful whether this might not be succeeded, on the event of a Monopoly being granted, by an organized system of bribery, and a greater evil will be thus inaugurated.

The present system is of course far from perfect, but it has not given rise to any very serious complaint, and if the Police desire to obtain better control over the ash collecting boats, they should do so by licensing the boats as is the case with the licensed boats.

The greatly enhanced value of the ashes is causing a wholesome competition for the right to collect them which ought to serve as a guarantee both against dumping and against pilferage by petty theft if the boats are licensed.

Part from other objections to the proposal, the Committee earnestly deprecate the establishment of Chinese monopolies, on the ground that they invariably lead to a serious increase in state-erected crime, greatly augmenting the work of the Police, and because, though perhaps indirectly, they constitute a burden on legitimate trade.

I have the honour to be, Sir, Your most obedient servant,
R. CHATTERTON WILCOX,
Secretary,
Hon. ACTING COLONIAL SECRETARY.

P.S.—The copy of the draft Regulations and conditions of the proposed Monopoly is returned herewith, as requested.

THE NAVIGATION OF WEST RIVER AT LAK-LAO.
Hongkong,
Colonial Secretary's Office,
5th June, 1900.

SIR, I am directed to transmit to you for the information of the Chamber of Commerce the following condensed portion of a report, contained in a despatch from His Excellency the Viceroy of Kwang Tung, dated 14th April, together with a copy of a letter relating thereto from His Excellency the Vice-Admiral.

I am to request you to be good enough to use your influence with the masters of British steamers and launches to induce them to slow down when approaching and passing Lak-lao.

I have the honour to be, Sir, Your most obedient servant,
F. H. MAY,
Acting Colonial Secretary,
The Secretary,
Chamber of Commerce.

[Extract.]
With respect to the stoning of the steamer *Lung Kong* by people at Lak-lao, I find that the river at Lak-lao is in my district and is extremely narrow and that the current runs swiftly. When steamers arrived at this place they were formerly obliged to go slowly; if they did not collisions with small boats were inevitable and the steamers living on the two banks of the river, when they see steamers coming too fast, throw stones to make them go slowly. They do this, it is quite evident, to prevent collisions with small boats. Lung Kong is a place within my jurisdiction, and the stoning question, although it is a foreign flag, is run by people of this District. Lung Kong is very close to Lak-lao, and the owners of the steamer must necessarily know the circumstances of the place. As the steamer did not slow down it seems difficult specially to blame the village people for throwing stones. I have already ordered the elders and gentry of the place to put a stop to the stoning, but several tons of thousands of merchants and people live there and I am afraid it will prove difficult to point out who throw the stones and put a stop to it.

I request that a despatch may be written to the Consul to issue instructions to the captains of steamers hereafter when they arrive at Lak-lao that they must slow down and proceed at a moderate pace so that collisions with small boats may be avoided.

Centurion at Weihaiwei,
12th May, 1900.

SIR, With reference to a despatch from His Excellency the Viceroy of Kwang Tung, dated 14th April, a copy of which has been forwarded to me by the Commanders, on the subject of recent attacks on steam launches on the West River, I have the honour to inform you that the Chamber of Commerce has been requested to take steps to see that steamers should be obliged to go slowly when they arrive at Lak-lao, so that collisions with small boats may be avoided. The river or creek there is tortuous and very narrow and it is certainly dangerous to boats and native traffic for steamers to pass through at high speed.

I have the honour to be, Sir, Your most obedient servant,
F. H. MAY,
Acting Colonial Secretary,
The Secretary,
Chamber of Commerce.

Hongkong General Chamber of Commerce,
Hongkong, 18th May, 1900.

SIR, I have the honour to acknowledge receipt of your letter of the 5th inst. (No. 800) informing the Chamber that a tender had been received by the Government for the sole privilege of collecting duties from steam vessels within the Harbour Limits, and requesting their opinion upon the desirability or otherwise of creating such a monopoly.

This question has had the prompt consideration of the Committee, who, as the result of careful inquiry and deliberation, feel bound to record an opinion adverse to the proposal.

At first blush the project appears free from serious objection and calculated to obviate the evils arising from the present system, the dumping of ashes into the harbour, thereby causing the nuisance to all ships. The objections to the proposal are, however, not far to seek, and outweigh any benefits which might accrue therefrom. The Committee are opposed on general grounds to the principle of a monopoly, which is antithetical to the manner in which the duties are levied by the Government. It is only necessary to refer to the working of the Conservancy contract to illustrate the evils arising from these monopolies. This contract is subject to such a degree that complaints are constant of the abuses arising from the default of the contractors. There is no guarantee that these evils would not be repeated in the case of an ash contract.

There is a danger that, either from want of funds or inability to see the signals, especially from steam launches, considerable delay in the movements of shipping might attend the establishment of an Ash Monopoly, or that steamers would be compelled to carry their ashes out to sea through inability to wait for the arrival of the ash boats.

While it is probable that petty thefts prevalent under existing conditions, it is more doubtful whether this might not be succeeded, on the event of a Monopoly being granted, by an organized system of bribery, and a greater evil will be thus inaugurated.

The present system is of course far from perfect, but it has not given rise to any very serious complaint, and if the Police desire to obtain better control over the ash collecting boats, they should do so by licensing the boats as is the case with the licensed boats.

The greatly enhanced value of the ashes is causing a wholesome competition for the right to collect them which ought to serve as a guarantee both against dumping and against pilferage by petty theft if the boats are licensed.

Part from other objections to the proposal, the Committee earnestly deprecate the establishment of Chinese monopolies, on the ground that they invariably lead to a serious increase in state-erected crime, greatly augmenting the work of the Police, and because, though perhaps indirectly, they constitute a burden on legitimate trade.

I have the honour to be, Sir, Your most obedient servant,
R. CHATTERTON WILCOX,
Secretary,
Hon. ACTING COLONIAL SECRETARY.

P.S.—The copy of the draft Regulations and conditions of the proposed Monopoly is returned herewith, as requested.

2.—I would suggest to Your Excellency that notice would be given to all British steamers or steamboats plying in those waters that they are always to slow down when approaching and passing Lak-lao, and that His Excellency should be informed that such notice has been given.

I have, &c.,
E. H. SEYMOUR,
Vice-Admiral,
His Excellency
Major-General W. J. GASCORNE, C.M.G.,
Administering the Government,
Hongkong.

Hongkong General Chamber of Commerce,
Hongkong, 8th June, 1900.

SIR, I beg to acknowledge receipt of your letter of the 5th inst. (No. 803), enclosing translation of a portion of a report contained in a despatch from H.E. the Viceroy of the Two Kwang, dated 14th April, together with copy of a letter relating thereto from H. E. Vice-Admiral Seymour, and requesting the Chamber to use its influence with the masters of British steamers to induce them to slow down when approaching and passing Lak-lao on the West River.

The matter has been considered by the Committee, who have authorised communication with the Consular authorities in the navigation of the river, who have been supplied with copies of the correspondence and requested to bring it to the attention of the commanders of their steamers, who will no doubt, in future, observe the precaution.

I have the honour to be, Sir, Your most obedient servant,
R. CHATTERTON WILCOX,
Secretary,
Hon. ACTING COLONIAL SECRETARY.

Hongkong General Chamber of Commerce,
Hongkong, 7th June, 1900.

DEAR SIR, I beg to enclose herewith copy of a letter received from the Colonial Government, together with enclosures, on the subject of the navigation of a certain creek of the West River at a place called Lak-lao, recently the scene of a hostile demonstration against a foreign steamer, caused, it is alleged, by steamers passing too rapidly in a narrow and tortuous channel and thereby colliding with native craft. H.E. the Viceroy now requests, and Vice-Admiral Sir E. Seymour concurs in the request, that foreign steamers passing Lak-lao will in future slow down at that point in order to avoid the chance of a collision with the native vessels. Will you therefore, kindly make known this request to the commanders of your steamers navigating the West River?

I am, dear sir, Yours faithfully,
R. CHATTERTON WILCOX,
Secretary,
Messrs. JARDINE, MATHESON & CO.,
General Managers,
Indo-China S. N. Co., Ltd.
[Similar letters were addressed to the China Navigation Co., the H. C. and M. Steamboat Co., and Messrs. Banker and Co.]

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(LATE OF FOOTE & NORRIS).
Hongkong, 15th September, 1899. [1756]MANILA AS IT APPEARED TO A
NEW ARRIVAL.

[FROM A CORRESPONDENT.]

Upon my arrival in Hongkong from the great beyond I enquired of everybody available what kind of a place Manila was, but although the trade between the two places is great and the distance only 60 hours' steaming, no one could tell me much about it. Every one, however, seemed to be agreed that the Customs House was simply too awful and that if Job had been put to that test he would not have been handed down through the ages as a patient man whom it was impossible to ruffle. I took a Chinese amah with me, and my troubles began with her. The steamer company informed me that she would have to go to their coolie-cleaning establishment and be washed and her baggage baked. The place was about 14 miles from the hotel and even on arrival there was considerable delay. My opinion of this part of the business was that it was a fraud. It is true the amah had a bath, but the clothes she wore were not sterilized. Her bedding and spare clothes were baked, but her box, various lacquered toilet requisites and the mat her bedding was wrapped in were not treated at all. That is to say only about half her effects were treated and the merry microbes probably had a good laugh. However, she was duly handed a yellow ticket for herself and her baggage was labelled "Disinfected."

Arrived on board the steamer, we found she was full. Cabins about six feet each way were loaded up with these passengers and it did not take me long to form the opinion that she was most unsuitable for a tropical voyage. Usually I am not sea-sick, but soon after Wagon was passed I put my wife, children and amah to bed and left them to their misery, while I retired to the after-cabin to lie down and be sick. The steamer seemed to be in torture and although there was but little sea on she wallowed about in a manner that was highly profitable to the mess-caterer. I was informed that as a rule very few passengers put in an appearance at the table, so that the voyage would seem to be something like the trip between Calais and Dover. Upon our arrival at Manila all the saloon passengers were mustered on the poop to be counted. Then an American official came round with the passenger list. He wished my wife, "Good morning," and then began to question her. "What is your name?" etc. She pointed to our names on the list, and telling him to go to her husband refused to have anything more to do with him. Then he went to some other passengers and my wife heard him ask such questions as these. "What is your name?" "Where is your marriage certificate?" "What are you going to do in Manila?" etc. It is, however, only fair to say that no trouble was made for me. I gave my name and the name of the business house I was going to and that was sufficient. All the Chinese were mustered on the shore and doctor examined them for plague. My amah and another one were put through the same treatment, but the privacy of the mate's cabin instead of the open deck. Although we were all allowed to leave the steamer and were loaded at the Custom House. Then I had to sign a bond before my amah was allowed to go into the town. The baggage officials examined my boxes in the usual way and I, at any rate, had no reason to complain. Then we were driven to the Hotel and it did not take me long to find out that the stories we had heard about the high cost of living in Manila were correct. We had one of the best rooms, but the beds were just a rotten arrangement like the bottom of a cane chair, covered with a mat, and I can confidently recommend them to anyone who wishes to wake up with a sore and aching back. During all the years we have been in the East we have been accustomed to have a cup of tea in the early morning. You can get one in the hotel, but it will cost you fifty cents. The dining-room boys are Chinese, speaking English of a sort, but the other servants are Filipinos, whose one ambition in life seems to be to sleep as many hours as possible out of the 24 and the measure of success that crowns their noble efforts is fairly considerable. We were charged \$7 a day each and fed largely upon tinned things. At first we thought this far from right, but we soon found out it was that or nothing. The streets are full of carriages until about 12 o'clock, when there is a general cessation of business throughout town, many shops closing altogether. About five business is resumed and all the world and his wife goes for a drive. Of course this is where some of the expense comes in. To hire a car from four to eight p.m. costs \$6. To keep your own costs about \$45 to \$75 per month. This, no doubt, is a luxury and can be done without, but just come to Manila and see what you will do yourself, never mind other people. Then as you will not want to stop longer than you can help in the hotel you will have to face the house-keeping problem. But as the cookery-book says, first catch your hare, i.e., your house. There is a small army of people raving up and down the town. "For the love of heaven give us a house," they say, "never mind what the rent is." And yet so houses are being put up. The reasons given are that if one has any capital and the banks do not see their way to make any advances. Even if you have the money labour is so scarce and so dear and the ownership of the land so unsettled and unsatisfactory that none but the boldest of private individuals care to venture. Another reason is that every one looks forward to the happy day when he will shake the dust of Manila from off his feet, this being no abiding place for the average white man. Then comes the servant

question. Cooks, even those who say they can cook but can't, are almost as hard to get as houses, and to those who have lived in China the wages asked are startling. Perhaps your wife will say "Oh! never mind, I will do the cooking." But how long will she care to stand over the fire with the thermometer over 90 per cent. in the shade? Boys are not so hard to get, but when got they are a worthless, lazy lot. One way out of the difficulty would appear to be to let the Chinese come in, but Uncle Samuel has decreed that no Chinaman shall enter the kingdom of the Philippines unless he has been there before, and consequently Chinese cooks get from \$25 to \$40 or even \$50 per month. The flies are dreadful and so are the mosquitoes. Food too is dear, as the following comparative list of prices in 1867 and 1900, published in the Comercio, plainly shows:

1867.	1900.
1 lb. meat without bone	\$0.25
6 lbs. lard	1.50
First class rice, sack	2.50
Pork per lb.	.20
Mutton per lb.	.05
Potatoes per lb.	.05
Onions per lb.	.15
Chickens per lb.	.15
1 chicken	.50
1 hen	.50
1 tin olive oil	1.00
1 bottle vinegar	.20
1 tea egg	.01
1 duck's egg	.01
1 piece of bread	.05
1 measure ground coffee	.30
1 measure ground cacao	1.25
1 measure ground cacao	2.00
100 small pieces firewood	.10
2 buckets of water	.01
4 bananas	.01

HOUSE AND SERVANTS.
Small house for small family \$15.00
Fair sized house for small family \$25.00
Servant .. 6.00
Cook .. 2.50
Barber per month .. 1.00
Barber per month .. 1.00
1 ordinary white suit .. 3.00
1 drill white suit .. 5.00
12 drapery, inferior class .. 4.00
12 socks, inferior class .. 1.50
12 pjamas, inferior class .. 3.00
1 felt hat .. 2.00
1 pair shoes, Philippine make .. 3.00
1 pair shoes, European make .. 3.00
1 white shirt .. 1.00
1 pair Chinese-made slippers .. .35
1 pair Philippine-made slippers .. .10
1 pair Chinese slippers .. .20
1 pair Chinese slippers .. .05
1 packet matches .. .05
1 feather duster .. .12
1 broom .. .05
1 bar Chinese soap .. .05

The statement of the Manila Times, that the heads of some firms have increased the salaries and wages of their employees 75 per cent. to make up the difference which exists between what living formerly cost and what it does now, may be true, but it is not a rule universally followed, as I have good reason to know.

As a further illustration of the cost of living, take the following extract from the Manila Times:—The Chinese carpenters and boat-builders employed by the Chinese contractor, Ah Sui, at his boat-building yard at 196, Calle Echague went out on strike yesterday morning, owing to a demand for an increase of wages. The Chinese carpenters and boat-builders in Ah Sui's employ have been receiving \$1.25 per day, which is a first-class salary for a Chinaman. The most expert Chinese carpenter in his own country, and working longer hours, could not demand more than 40 cents a day. Ah Sui, however, has worked his workmen think that \$1.25 a day does not sufficiently compensate them for working in Manila. Yesterday the Chinaman made demand on their employer for raise of wages to \$1.50 per day, which was refused. If the men continue the strike Ah Sui will fill their places with men from Hongkong. Meanwhile work is at a standstill, and Ah Sui is liable to be a loser to the extent of \$20 or \$30 a day through delay on contracts which are in hand. Fancy a Chinese boatbuilder in Hongkong getting \$1.25 per day! Perhaps you have a small child. Milk is sixty cents per litre (about a quart) and you have to be very civil and very early at the dairy or you get none at all. The native servants and most of the better class citizens (except the Americans) do not understand English, so that British and Americans are faced with the additional trouble of having to learn Spanish. The following conversation between the writer and an American official at the Customs House actually took place, and is interesting as showing how some people at any rate think of life in Manila.

"How do you get on with your servants?"
"Well, mostly I don't get on at all, but I find they understand a good quick kick as well as anything and it keeps them up."
"But I understand that if you beat your servants they are quite equal to cutting your throat as you lie asleep."
"Well, that's true too. But they could only send me to hell, and I'm not sure but what that would not be a change for the better, anyhow!"

LESSONS IN FRENCH.
NEW and easy method of learning French in a few months, mainly by conversation, by a Frenchman.
—Please address— B. R.,
Care of Office of this Paper.
Hongkong, 9th June, 1900. [1768]

PORTLAND CEMENT
J. B. WHITE & BROS.
SOLE AGENTS FOR CHINA.
HOLLIDAY, WISE & CO.
Hongkong, 16th September, 1899. [1765]

FOE SALE, as a going concern, the AMOY HOTEL. Well furnished throughout.
Apply by Letter to— HOTEL,
Care of Hongkong Daily Press Office,
Hongkong, 20th June, 1900. [1799]

HAIR PRESERVED AND BEAUTIFIED. The only reliable preservative and restorer of the hair. ROYAL'S MACASSAR OIL, which closely resembles the daily matter nature provides for nourishing and stimulating its growth, without which the hair becomes dry, thin, and brittle. It prevents baldness and scurf, strengthens the hair, and for children it lays the foundation for a luxuriant growth. Also a golden colour for fair and golden-haired ladies and children. Ask Stores and Chemists for ROYAL'S MACASSAR OIL, of Hatten Garden, London. [1409-1]

Lanoline
Natural Toilet Preparations.
Toilet "Lanoline" in collapsible tubes.
Makes rough skin smooth, and protects delicate complexions from wind and sun.
"Lanoline" Toilet Soap
Keeps the skin clean and keeps the skin supple.
Wholesale Depot—67, Holborn Viaduct, London.
1871

Ideal Milk Superior
Enriched 20 per cent. with Cream. in quality to every other brand of Unsweetened Milk.
STERILIZED—NOT SWEETENED.
A Perfect Substitute for Fresh Milk.
52-2

"KEATING'S POWDER."
"KEATING'S POWDER."
"KEATING'S POWDER."
"KEATING'S POWDER."
"KEATING'S POWDER."

KILLS BUGS, PLEAS, BEETLES, MOSQUITOES, KILLS BUGS, PLEAS, BEETLES, MOSQUITOES, KILLS BUGS, PLEAS, BEETLES, MOSQUITOES, KILLS BUGS, PLEAS, BEETLES, MOSQUITOES, KILLS BUGS, PLEAS, BEETLES, MOSQUITOES.

HARMLESS TO ANIMALS.
HARMLESS TO ANIMALS.
HARMLESS TO ANIMALS.
HARMLESS TO ANIMALS.
HARMLESS TO ANIMALS.

The genuine powder bears the autograph of THOMAS KEATING. Sold in Tins and Bottles only.

"KEATING'S WORM TABLETS."
"KEATING'S WORM TABLETS."
"KEATING'S WORM TABLETS."
"KEATING'S WORM TABLETS."
"KEATING'S WORM TABLETS."

A PURELY VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering the only certain remedy for INTESTINAL or STOMACH WORMS, and is especially adapted for Children. Sold in Bottles, by all Druggists.

Proprietor, THOMAS KEATING, London. 1804

THE NEW FRENCH REMEDY
THERAPION

This successful and highly popular remedy, as employed in the Continental Hospitals by E. B. Rostan, Robert, Yelpeau, and others, combines all the advantages of a medicine of the kind and surpasses everything hitherto employed. THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, purifies the blood, and removes all swellings of the joints, secondary symptoms, diseases of the bones, sore throat, and all diseases for which it has been too much abused to employ mercury, copaiba, etc., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot unhealthy climate, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured at 2/6 and 4/6 per package, of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package, by order of Her Majesty's Hon. Commissioners, and without which is a forgery. Sold by A. S. WATSON & CO., LIMITED, Hongkong, China, and Manila. [2282]

THE OLDEST THE BEST THE CHEAPEST
Belt in the world is
GANDY'S
Every Belt guaranteed & stamped every foot
GANDY'S
No other belt is genuine-
WORKS SEACOMBE
CHESHIRE
Also Large Stock of DODGE WOOD SHIRT PULLEYS.
ALL SIZES TO FIT ALL SIZES SHIRTS IN STOCK.

SOLE AGENTS
LUTGENS, EINSTMAN & CO.
HONGKONG.

QUAN WAH & CO.,
DEALERS IN
JAPANESE AND GRANITE
MONUMENTS.
DESIGNS & PRICES ON APPLICATION
No. 1, Queen's Road East, Hongkong.
Hongkong, 17th October, 1899. [1914]

NOTICES TO CONSIGNEES.
THE CHINA MUTUAL STEAM NAVIGATION CO., LIMITED.

NOTICE TO CONSIGNEES.
FROM GLASGOW AND LIVERPOOL.
THE Company's Steamship

"KINTUCK"
having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 30th inst. at Noon will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional goods will be landed here unless instructions are given to the contrary before Noon TO-DAY.

JARDINE, MATHESON & CO., Agents.
Hongkong, 25th June, 1900. [1828]

NOTICE TO CONSIGNEES.
FROM LONDON, PORT SAID, SUEZ, COLOMBO AND STRAITS.

THE P. & O. S. N. Co's Steamship
"VALETTA"

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex s.s. Britannia.
From Madras, ex s.s. Lodi and Pandua.
Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 28th instant, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

A. M. MARSHALL,
Acting Superintendent.
Hongkong, 22nd June, 1900.

NORTHERN PACIFIC STEAMSHIP COMPANY.
NOTICE TO CONSIGNEES.

STEAMSHIP "GLENOCLE."
FROM TACOMA, VICTORIA, YOKOHAMA, KOBÉ AND MOBI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED, Agents.
Hongkong, 24th June, 1900. [1910]

NORTHERN PACIFIC STEAMSHIP COMPANY.
NOTICE TO CONSIGNEES.

STEAMSHIP "ARYGL."
FROM PORTLAND, YOKOHAMA AND KOBÉ.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.</

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via Ports of Call.	BENGAL	Brit. str.	—	S. Barcham	P. & O. S. N. Co.	On 7th July, at Noon.
LONDON via SUEZ CANAL	ANTHONY	Brit. str.	—	M. H. F. Jackson	BUTTERFIELD & SWIRE	On 10th July.
LONDON via SUEZ CANAL	HEMLOCK	Brit. str.	—	Towell	BUTTERFIELD & SWIRE	On or about 10th July.
LONDON via SUEZ CANAL	STENTOR	Brit. str.	—	C. K. McIntosh	GIBB, LIVINGSTON & CO.	On 24th July.
LIVERPOOL DIRECT	ULYSSES	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	To-morrow.
BREMEN, via Ports of Call.	OLDBURG	Ger. str.	—	Brown	MELCHERS & CO.	To-morrow, at Noon.
MARSEILLES, &c. via Ports of Call.	LAOS	Fr. str.	—	H. Prager	MESSAGERIES MARITIMES	On 2nd July, at 1 p.m.
MARSEILLES, &c. via SPORE, &c.	INABA MARU	Jap. str.	—	W. Bainbridge	NIPPON YUSEN KAISHA	On 29th inst. at Daylight.
MARSEILLES & LONDON	MARAGON	Brit. str.	—	R. T. L. Cook, R.N.R.	P. & O. S. N. Co.	On or about 29th inst.
HAYRE & HAMBURG	WITTENBERG	Ger. str.	—	Hempel	CARLOWITZ & CO.	On or about 17th July.
HAYRE & HAMBURG	SAVOIA	Ger. str.	—	Jager	CARLOWITZ & CO.	On or about 7th Aug.
NEW YORK via SUEZ CANAL	ALBENIA	Ger. str.	—	Kmth	CARLOWITZ & CO.	On or about 20th Aug.
NEW YORK via SUEZ CANAL	ALBENIA	Ger. str.	—	Ostermann	CARLOWITZ & CO.	On 29th inst.
NEW YORK via SUEZ CANAL	ACARA	Brit. str.	—	Petersen	CARLOWITZ & CO.	On or about 14th July.
NEW YORK via SUEZ CANAL	ETIMCKDALE	Brit. str.	—	Doddwell & Co., Limited	SHEWAN, TOMES & CO.	On or about 15th July.
NEW YORK	L. SCHEPP	Amr. ship	—	Kendall	SHEWAN, TOMES & CO.	On or about 16th July.
VICTORIA, B.C., & TACOMA	GLENDON	Brit. str.	—	W. Frakes	DODWELL & CO., LIMITED	End of July.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	—	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R. CO.	On 3rd July.
PORTLAND, OREGON, &c.	ARGYLE	Brit. str.	—	S. Thomson	DODWELL & CO., LIMITED	To-day.
SAN FRANCISCO via SHANGHAI, &c.	CITY OF PEKING	Amr. str.	—	G. Haverham	PACIFIC MAIL S. S. CO.	On 4th July.
SAN FRANCISCO via SHANGHAI, &c.	GABRIC	Brit. str.	—	I. Sato	O. & O. S. S. CO.	On 14th July, at Noon.
SAN DIEGO, &c. via KOBE, &c.	HONGKONG MARU	Jap. str.	—	J. Thom	TOTO KISEN KAISHA	On 21st July, at Noon.
AUSTRALIAN PORTS.	THYRA	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On or about 20th inst.
AUSTRALIAN PORTS.	FUTAMI MARU	Jap. str.	—	H. S. Toque, R.N.R.	NIPPON YUSEN KAISHA	On 29th inst. at Daylight.
YOKOHAMA, via NAGASAKI & KOBE	CHINGTU	Brit. str.	—	P. Grosch	BUTTERFIELD & SWIRE	On 14th July, at 4 p.m.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	ROHILLA	Brit. str.	—	MELCHERS & CO.	P. & O. S. N. Co.	On or about 7th July.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	STUTTGART	Ger. str.	—	MESSAGERIES MARITIMES	CARLOWITZ & CO.	Quick despatch.
SHANGHAI	TOKIN	Fr. str.	—	G. Haverham	MESSAGERIES MARITIMES	On or about 2nd July.
SHANGHAI	LYNMOON	Ger. str.	—	I. Sato	SIEMSEN & CO.	On or about 6th July.
SWATOW, AMOY & TAIWANPOO	ANPING MARU	Jap. str.	—	H. Nagata	MIYU BUSSEN KAISHA	On 11th July, at Daylight.
SWATOW, AMOY & TAIWANPOO	TAMUJI MARU	Jap. str.	—	Davis	MIYU BUSSEN KAISHA	On 1st July, at Daylight.
SWATOW, AMOY & TAIWANPOO	HAIMUN	Brit. str.	—	Lyett	DOUGLAS LARLACK & CO.	To-morrow, at 10 a.m.
AMOY	JASON	Brit. str.	—	A. Ramsay	BUTTERFIELD & SWIRE	To-day.
MANILA	DIAMANTE	Brit. str.	—	Pennafather	BUTTERFIELD & SWIRE	To-day, at 5 p.m.
MANILA & ILOILO	KAIFONG	Brit. str.	—	J. Thom	BUTTERFIELD & SWIRE	On 14th July, at 4 p.m.
MANILA	CHINGTU	Brit. str.	—	P. H. Rolfe	BUTTERFIELD & SWIRE	On 29th inst. at Daylight.
MANILA	FUTAMI MARU	Jap. str.	—	G. Schmidt	NIPPON YUSEN KAISHA	To-morrow, at 4 p.m.
MANILA	YUENANG	Brit. str.	—		JARDINE, MATHESON & CO.	On 3rd July.
COLOMBO, HAVRE & HAMBURG	SAMIRA	Brit. str.	—		CARLOWITZ & CO.	

SHIPPING.

ARRIVALS.
 June 26, Elzy, German str., 900, T. Petersen, Chefoo 18th June, Beans—CHINESE.
 June 26, KWANGFOO, Chinese str., 1241, A. P. Clements, Taku via Chefoo 17th June, General—CHINESE.
 June 26, HAIMUN, British str., 637, W. Davis, Tamsui 22nd June via Amoy and Swatow 25th, General—DOUGLAS LARLACK & CO.
 June 26, POKY, British gunboat, 755, John F. E. Green, Manila 23rd June.
 June 26, YUENANG, British str., 1128, P. H. Rolfe, Manila 24th June, General—JARDINE, MATHESON & CO.
 June 26, FUTAMI MARU, Jap. str., 2,890, J. Thom, Nagasaki 22nd June, General—N. Y. KAISHA.
 June 26, CHOWFA, British str., 1,055, Williams, Bangkok 18th June, Rice—BUTTERFIELD & SWIRE.
 June 26, CITY OF PEKING, Amr. str., 5,079, D. Smith, San Francisco via Japan and Shanghai 23rd June, Mails and General—PACIFIC MAIL STEAMSHIP CO.
 June 26, STUTTGART, German str., 5,193, P. Grosch, Bremen 27th May, Mails and General—MELCHERS & CO.
 June 26, DEIMIA, German str., 784, Christiansen, Canton 26th June, General—CHINESE.

CLEARANCES.

At the Harbour Master's Office.
 26th June.
 Clara, German str., for Hoihow.
 Decima, German str., for Pakhoi.
 Asping Maru, Japanese str., for Swatow.
 Hie, French str., for Haiphong.
 Jason, British str., for Amoy.
 America Maru, Jap. str., for San Francisco.
 Cheung Hock Kien, British str., for Amoy.
 Apenrade, German str., for Haiphong.
 Fornona, British str., for Swatow.
 Colanda, British str., for Kobe.
 Kintuck, British str., for Shanghai.
 Suicang, British str., for Calcutta.
 Poochow, British str., for Canton.
 Fushun, Chinese str., for Canton.

DEPARTURES.

June 25, MERIDIAN, British str., for Java.
 June 25, Taisano, British str., for Canton.
 June 26, AMERICA MARU, Japanese str., for San Francisco.
 June 26, Wm. H. Smith, Amr. str., for P. Sound.
 June 26, HOHIO, French str., for Hoihow.
 June 26, Szechuen, British str., for Moji.
 June 26, HUNAN, British str., for Moji.
 June 26, CHEANG H. KIAN, Brit. str., for Amoy.
 June 26, APENRADE, Ger. str., for Haiphong.
 June 26, FORMOSA, British str., for Swatow.
 June 26, CALANDA, British str., for Kobe.
 June 26, KINTUCK, British str., for Shanghai.
 June 26, SUICANG, British str., for Calcutta.
 June 26, POOCHOW, British str., for Canton.
 June 26, FUSHUN, Chinese str., for Canton.

VESSELS IN DOCK.

ABERDEEN DOCKS.—Miles.
 Kowloon Dock.—U.S.S. Monterey, Chang-sha, Peilang, Shanghai, Min.
 COSMOPOLITAN DOCK.—Goodwin.

SHIPPING REPORTS.

The Chinese steamer Kwongping, from Taku via Chefoo 17th June, had strong S.W. wind and fine weather.
 The British steamer Yubisang, from Manila 24th June, had light to moderate winds, fine and clear weather, S.W. swell.
 The British steamer Chingtu, from Bangkok 18th June, had squally and rainy weather to Padaran; from thence to port fine weather with moderate S.W. winds.
 The British steamer Haimun, from Tamsui 22nd June via Amoy and Swatow 25th, had moderate S.W. wind and sea, fine, clear weather to Amoy. From Amoy to Swatow light southerly wind, fine and clear. From Swatow to port fresh S.W. wind, moderate sea, fine weather. Vessels in Amoy—Emeralda, Chikyang, Seang Leong and two Japanese gunboats.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:
 GLENHURST, British bark, Burns, Sander, Wielder & Co.

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

"ANTENOR."
 Captain M. H. F. Jackson, will be despatched as above TO-DAY, the 27th instant.
 For Freight, apply to
 BUTTERFIELD & SWIRE, Agents.
 Hongkong, 26th May, 1900. [1517]

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA AND ILOILO.

THE Company's Steamship

"KAIFONG."

Captain Pennafather, will be despatched as above TO-DAY, the 27th instant, at 4 p.m., instead of as previously advertised.
 The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.
 A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE, Agents.
 Hongkong, 25th June, 1900. [177]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTE."

Captain A. Ramsay, will be despatched as above TO-DAY, the 27th instant, at 5 p.m.
 The attention of Passengers is directed to the excellent accommodation provided by this Steamer.
 She is fitted throughout with the Electric Light.
 A doctor is carried.
 For Freight or Passage, apply to
 SHEWAN, TOMES & CO., General Managers.
 Hongkong, 21st June, 1900. [181]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"STUTTGART."

OF THE NORDDEUTSCHER LLOYD.
 Captain P. Grosch, due here with the outward German Mail about the 27th instant, will leave for the above places about 24 hours after arrival.
 NORDDEUTSCHER LLOYD.
 For further Particulars, apply to
 MELCHERS & CO., Agents.
 Hongkong, 23rd June, 1900. [8]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENANG."

Captain P. H. Rolfe, will be despatched as above TO-MORROW, the 28th inst., at 4 p.m.
 This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light and carries a Doctor.
 For Freight or Passage, apply to
 JARDINE, MATHESON & CO., General Managers.
 Hongkong, 25th June, 1900. [1825]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

THE Company's Steamship

"ULYSSES."

Captain Brown, will be despatched as above TO-MORROW, the 28th inst.
 For Freight, apply to
 BUTTERFIELD & SWIRE, Agents.
 Hongkong, 19th June, 1900. [1762]

NIPPON YUSEN KAISHA

FOR MANILA.

THE Company's Steamship

"FUTAMI MARU."

(3,800 tons gross, Captain J. Thom), will be despatched for the above port on FRIDAY, the 29th instant, at DAYLIGHT.
 This new Mail steamer is especially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator, Doctor and Stewardess carried.
 Return tickets issued by this Company are available for return by steamers of the other Lines.
 For Freight or Passage, apply to
 A. S. MIHARA, Manager.
 Hongkong, 27th June, 1900. [1818]

FOR NEW YORK.

THE 3/3 A. 1.1 American Ship

"L. SCHEPP."

Captain Kendall, is now loading and will be despatched latest end of July, a.c.
 For Freight, apply to
 SIEMSEN & CO., Agents.
 Hongkong, 25th June, 1900. [1822]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.
 FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
*GLENOCLE	3,750	W. Frakes	July 2	ARGYLE	2,907	W. S. Thomson	July 4
*QUEEN ADELAIDE	3,682	F. McNair	July 22	MON SHIRE	2,874	J. Kennedy	Aug. 4
Duke of Fife	3,821	G. S. Cox	July 26	DEBRAHAR	3,601	W. Watt	Aug. 25
VICTORIA	3,502	J. Fenton	Aug. 7	ARGYLE	2,907	W. S. Thomson	Sept. 15

* Calling at Amoy.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £47.
 Excellent accommodation. First class Table. Doctor and STEWARDESSE carried.
 Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.
 HONGKONG TO NEW YORK, £41.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 41 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, £28.
 The best route to the Klamath Gold Fields. Frequent sailings from Victoria, Tacoma and Portland to DYLA and St. MICHAEL.

HONGKONG TO YELLOWSTONE PARK AND BACK, £35 10s. 0d.
 This route covers the ocean, voyage to Tacoma or Portland and back. Railway from Tacoma or Portland to CINNABAR and return. Sleeping and Dining Car accommodation, Tacoma, Portland to Livingston and return, and Stage Coach transportation, Cinnabar to Mammoth Hot Springs, Norris, Fountain and Upper Geyser Basins, Yellowstone Lake, Grand Canon and Falls of the Yellowstone, and return, and five and one half days' board at the Park Association Hotels.

These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 8th August, and will be good for re-embarkation on N. P. Steamer within four months, thus affording ample time for hunting and fishing trips in addition to the tour of the Park. The round trip can be made within three months.

Rates of Passage to other Points on application.
 A Special rate allowed to members of Government Service.
 For further information as to Passage or Freight, apply to
 DODWELL & CO., LIMITED, General Agents.
 Hongkong, 24th May, 1900. [10]

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
INABA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 29th June, at DAYLIGHT.
FUTAMI MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE	FRIDAY, 29th June, at DAYLIGHT.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply to the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.
 Hongkong, 28th May, 1900. [12]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
MARSEILLES AND LONDON	MARAGON	About 29th June	Freight.
SHANGHAI	MALTA	About 6th July	Freight or Passage.
LONDON, &c.	BENGAL	Noon, 7th July	See Special Advertisement.
YOKOHAMA via NAGASAKI and KOBE	ROHILLA	About 7th July	(Passing through the Inland Sea). Freight or Passage.

For Further Particulars, apply to
 A. M. MARSHALL, Acting Superintendent.
 Hongkong, 27th March, 1900. [1]

VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINE.

(FREIGHT SERVICE). (FREIGHT SERVICE).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISBEE, GIBRA, PORTS in the LEVANT: BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ARMENIA	NEW YORK (via Suez Canal)	On 29th June
SAMBIA	COLOMBO, HAVRE, BREMER (London with transshipment in Hamburg)	On 3rd July
WITTENBERG	HAVRE and HAMBURG (London with transshipment in Hamburg)	About 17th July
* SAVOIA	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 7th August
ALESIA	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 20th August

* This steamer has superior accommodation for Passengers and carries a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to
 CARLOWITZ & CO., Agents.

HAMBURG-AMERIKA LINE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRECHTDAMPFER DIENST.

Hongkong, 23rd June, 1900. [13]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

"EMPEROR OF INDIA." Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 27th June, 1900.

"EMPEROR OF JAPAN." Comdr. G. A. Lee, R.N.R. WEDNESDAY, 18th July, 1900.

"EMPEROR OF CHINA." Comdr. E. Archibald, R.N.R. WEDNESDAY, 8th Aug., 1900.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which have daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS.

Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 8, 10, 12, and 18 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
 D. E. BROWN, General Agent, Pedder Street.

Hongkong, 7th June, 1900. [9]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMER/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE, N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

LINE.

NORDEDEUTSCHER LLOYD. HAMBURG-AMERICA LINE

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA, ANTWERP,
BREMEN/HAMBURG

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.		SAILING DATES.
OLDENBURG	THURSDAY	28th June
BAYERN	THURSDAY	12th July
STUTTGART	THURSDAY	26th July
KONIG ALBERT	THURSDAY	9th August
WEIMAR	THURSDAY	23rd August
PRINZ HEINRICH	THURSDAY	6th September
PREUSSEN	THURSDAY	20th September
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	3rd October
SACHSEN	WEDNESDAY	17th October
OLDENBURG	WEDNESDAY	31st October
BAYERN	WEDNESDAY	14th November
STUTTGART	WEDNESDAY	28th November
KONIG ALBERT	WEDNESDAY	12th December
PRINZ HEINRICH	WEDNESDAY	26th December

VESSELS ON THE BERTH

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(HAMBURG-AMERICA LINE HAMBURG)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ARMENIA."

Captain Ostmann, will be despatched for the above port on or about 29th June.

For Freight, apply to

CARLOWITZ & CO., Agents.

Hongkong, 24th June, 1900.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"TAMSU MARU."

Captain H. Nagata, will be despatched for the above ports on SUNDAY, the 1st July, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 25th June, 1900.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, PONDICHERY, MADRAS,

CALCUTTA, DIBOUTI,

EGYPT, MARSEILLES, MEDITER-

RANEAN AND BLACK SEA PORTS,

LONDON, HAVRE, BORDEAUX,

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 2nd July, 1900, at

1 P.M. the Company's Steamship

"LAOS," Captain Flaudin, with Mails,

Passengers, Specie and Cargo, will leave

this port for MARSEILLES via ports of call

WITHOUT TRANSIT.

Cargo and Specie will be registered for

London as well as for Marseilles, and accepted in

transit through Marseilles for the principal

ports of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 P.M.

Specie and Parcels until 3 P.M. on the 1st

July. (Parcels are not to be sent on board;

they must be left at the Agent's Office.) Con-

tainers and Value of Packages are required.

For further Particulars, apply to the Com-

pany's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 18th June, 1900.

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE

AND YOKOHAMA.

THE Company's Steamship

"TONKIN"

will be despatched as above on or about

MONDAY, the 2nd July.

For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent.

Hongkong, 26th June, 1900.

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-

TRALIA, INDIA, ADEEN, EGYPT,

MEDITERRANEAN PORTS,

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL

AND AMERICAN PORTS.

THE Steamship

"BENGAL."

Captain S. Barcham, carrying Her Majesty's

Mails, will be despatched from this port for Bombay

on SATURDAY, the 7th July, 1900, at Noon,

taking passengers and cargo for the above ports.

Silt and Valuables, all cargo for France, and

Tea for London (under arrangement) will be

transhipped at Colombo into a steamer proceed-

ing direct to Marseilles and London; other

cargo for London, &c., will be conveyed via

Bombay with transshipment.

Parcels will be received at this Office until

4 P.M. the day before sailing. The contents and

value of all packages are required.

Shippers are particularly requested to note

the terms and conditions of the Company's Bills

of Lading.

For further particulars, apply to

A. N. MARSHALL, Acting Superintendent.

Hongkong, 26th June, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"CHINGTU."

Captain Williams, will be despatched as above

on SATURDAY, the 1st July, at 4 P.M.

The attention of Passengers is directed to

the Superior Accommodation offered by this

Steamer. First Class Saloon is situated far-

ward of the Engines. A Refrigerating

Chamber ensures the Supply of Fresh Provi-

sions during the entire voyage.

A duly qualified Surgeon is carried, and the

Vessel is fitted throughout with Electric Light.

For Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th June, 1900.

FOR QUEENSLAND PORTS, SYDNEY

AND MELBOURNE.

THE Company's Steamship

"CHINGTU."

Captain Williams, will be despatched as above

on SATURDAY, the 1st July, at 4 P.M.

The attention of Passengers is directed to

the Superior Accommodation offered by this

Steamer. First Class Saloon is situated far-

ward of the Engines. A Refrigerating

Chamber ensures the Supply of Fresh Provi-

sions during the entire voyage.

A duly qualified Surgeon is carried, and the

Vessel is fitted throughout with Electric Light.

For Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th June, 1900.

VESSELS ON THE BERTH

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, July 5, at Noon.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, July 31, at Noon.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Aug. 25, at Noon.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on THURSDAY, the 5th July, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office at Seaside, Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 11th June, 1900.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

GAILLO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, July 14, at Noon.

DONIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Aug. 7, at Noon.

CORPZO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Sept. 1, at Noon.

THE Company's Steamship "GAILLO" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on SATURDAY, the 14th July, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office at Seaside, Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 26th June, 1900.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "THYRA" About 30th June.

S.S. "ENKORIA" About 31st July.

S.S. "CARLEISLE CITY" About 20th Aug.

S.S. "STRATHGYLE" About 15th Sept.

THE Steamship "THYRA" will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA, and HONOLULU, on or about 30th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 11th June, 1900.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ETTRICKDALE"

will be despatched for the above port on or about the 6th July, and the

Steamship

"BIKI"

on or about the 13th July. They will be followed by the

Steamship

"AFGHANISTAN"

For Freight, apply to

DODWELL & CO., LD., Agents.

Hongkong, 12th June, 1900.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, July 21, 1900, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Aug. 16, 1900, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 11, 1900, at Noon.

THE Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on SATURDAY, the 1st July, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office at Seaside, Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 26th June, 1900.

VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"TAMSU MARU."

Captain H. Nagata, will be despatched for the above ports on SUNDAY, the 1st July, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 25th June, 1900.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, PONDICHERY, MADRAS,

CALCUTTA, DIBOUTI,

EGYPT, MARSEILLES, MEDITER-

RANEAN AND BLACK SEA PORTS,

LONDON, HAVRE, BORDEAUX,

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 2nd July, 1900, at

1 P.M. the Company's Steamship

"LAOS," Captain Flaudin, with Mails,

Passengers, Specie and Cargo, will leave

this port for MARSEILLES via ports of call

WITHOUT TRANSIT.

Cargo and Specie will be registered for

London as well as for Marseilles, and accepted in

transit through Marseilles for the principal

ports of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 P.M.

Specie and Parcels until 3 P.M. on the 1st

July. (Parcels are not to be sent on board;

they must be left at the Agent's Office.) Con-

tainers and Value of Packages are required.

For further Particulars, apply to the Com-

pany's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 18th June, 1900.

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE

AND YOKOHAMA.

THE Company's Steamship

"TONKIN"

will be despatched as above on or about

MONDAY, the 2nd July.

For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent.

